

Canada

EME in the Community and ...



Issue 2/2007

EME Journal

The Magazine of the Electrical and Mechanical Engineering Branch

... ON TOP OF
CANADA



National
Défense
national

SUPPORT
OUR COMPANIONS
IN AFGHANISTAN



Stand For Thee!



*Uniforms, parades and guns
Orders, Forms, salutes, and runs.
Endless days of preparation
As you stand ready for confrontation.*

*Barely a thought of consequence
Nor concern for where you're sent.
For as a soldier, EME,
A Royal you have learned
To do your duty, without concern.*

*Whether by chance, or voice divine
Early in life, you stood in line.
A job, a career, or profession
For over 30 years, it's been my obsession.*

*Prepared to give your all, and pay the ultimate price,
So that others can live without fear or strife.
Freedom for all, no matter whom –
Muslim, Christian, Jew – and Atheist too!*

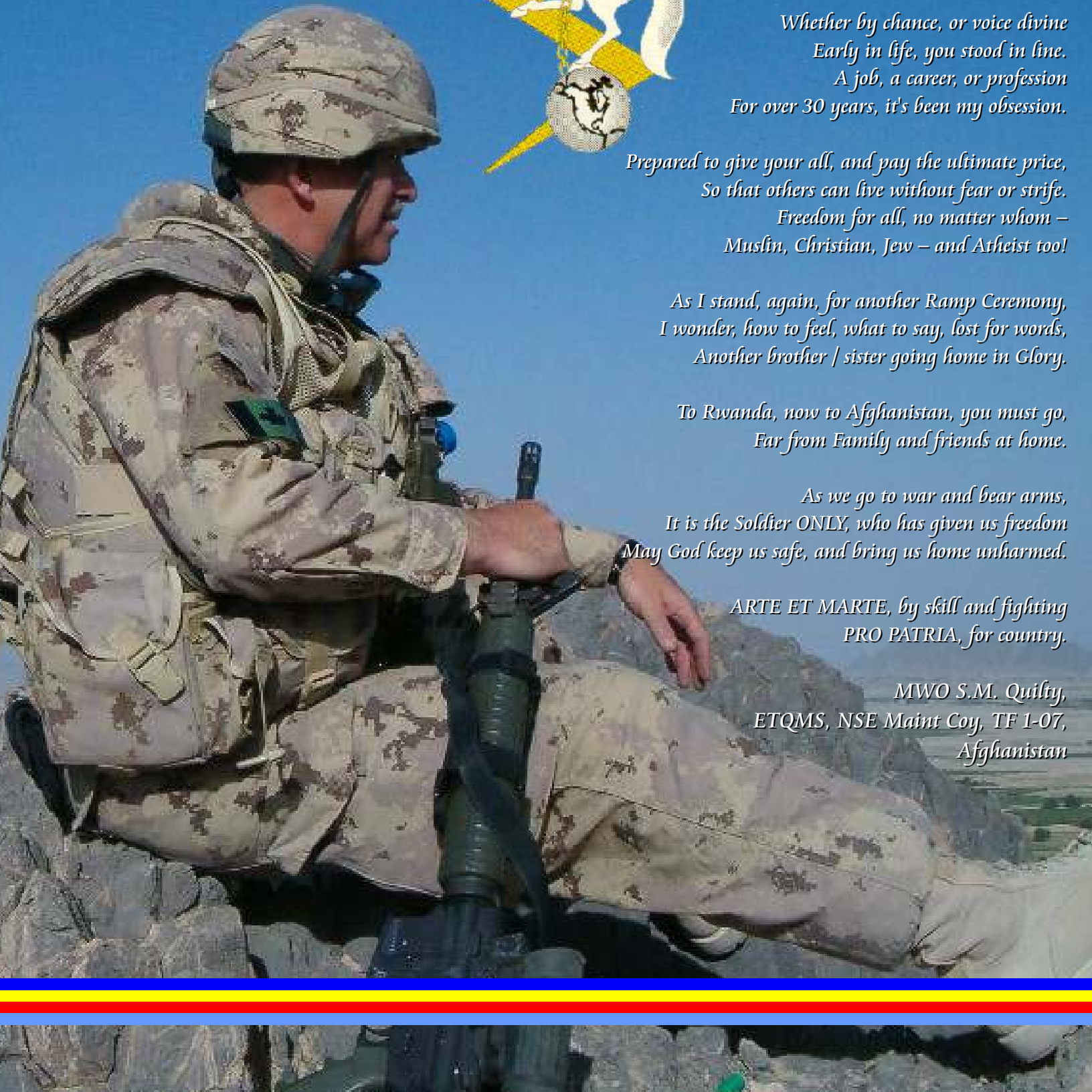
*As I stand, again, for another Ramp Ceremony,
I wonder, how to feel, what to say, lost for words,
Another brother / sister going home in Glory.*

*To Rwanda, now to Afghanistan, you must go,
Far from Family and friends at home.*

*As we go to war and bear arms,
It is the Soldier ONLY, who has given us freedom
May God keep us safe, and bring us home unharmed.*

*ARTE ET MARTE, by skill and fighting
PRO PATRIA, for country.*

*MWO S.M. Quilty,
ETQMS, NSE Maint Coy, TF 1-07,
Afghanistan*



EME Journal

The Magazine of the Electrical and Mechanical Engineering Branch



Branch Formation: 15 May 1944
Branch Motto: Arte et Marte
Branch Patron Saint: Saint Jean de Brébeuf
Branch Colonel Commandant: Col (retired) J.G.G. Nappert, CD
Branch Advisor: Col D.L. Wingert, CD
Branch Chief Warrant Officer: CWO J.R.D. St-Jean, CD

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Call for Articles Edition 1-2008

Theme for the next issue : **EME Remembering our Heroes**

We invite you to send your stories relating to the above mentioned theme (maximum of 800 words). Other articles that are non-related to the theme are welcomed as well, and will be published if space is available. We also invite you to send **photos** to accompany your articles, and if you do, **please send them in a distinct JPEG format** file rather than directly in the 'MS Word' document used for the text. The photos must be at least 300 dpi (dots per inch), and 5"x7" of size or more to qualify for the cover page. Depending on the size of the photos, it might be necessary for you to send them in more than one e-mail (MS Outlook can take only 5 Mb per e-mail).

The author of the article and people portrayed in the photos should be identified, without exception, at the end of the article as follows: rank, initials, family name, trade and unit.

The deadline for submitting your article is March 31st, 2008. The Journal staff reserves the right to select articles and to modify the texts according to the space available.

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Branch Advisor's Message

By: Col D.L. Wingert, EME Branch Advisor



I had the privilege in June 07 to pass a wonderful weekend with the RCEME association during their annual reunion

in Kingston. Not only was it fun to trade stories and be with friends, I found it remarkable to hear how the RCEME association members were still engaged within the Branch and their communities through the Cadets, Reserves and Legions, as examples. In fact, my highlight during the weekend was watching CWO (retired) John Vass play the bagpipes as a member of the Prince of Wales Own Regiment, side-by-side with rather younger Reservists, during the memorial service and dinner/dance. I think the moral of my story is that our communities, and certainly the Branch, need us even when we are retired and, of course, we are never too old to strut our stuff.

Also in this edition of the EME Journal, I have the honour of thanking CWO Dalcourt for having completed his responsibilities as the 'Branch CWO'. He managed to effectively navigate his way through all those 'strategic' issues that he had to face, on our behalf. Many of you don't know half of what he had to do for us but you should accept my word that it wasn't always fun. On that note, I have to highlight that he also had to put up with me and my

relentless attacks on his character. I must admit that I enjoyed every minute but he wasn't always smiling. He demonstrated great courage though. When we visited many of you in the last years, he always gave me free rein to speak my piece.

CWO Dalcourt is moving on to greater responsibilities. He will now be our eyes in the almighty offices of the Assistant Deputy Minister (Material) starting June 2007 when he becomes the 'Group CWO'. We congratulate him for his senior appointment. Bravo Zulu.

That said, as an EME Journal recently demonstrated, we have both 'old' and 'new' equipment. Hence it is appropriate to welcome CWO St-Jean (the new guy) to share walls with my office. Hopefully, you will be a more generous neighbour than the 'older' guy (I like 'large double double', please) that just moved out. You certainly deserve congratulations, and as some would say, good luck! After all, you now have to represent the Branch and work with me but also, you have to report (is this the right description) to the Group CWO, CWO Dalcourt.

We certainly have many challenges and CWO St-Jean, you, will have the privilege to serve the EME family by finding the 'ways and means' to assist or help the technicians and officers do their thing, By Skill and By Fighting.

Bursary



EME Branch Bursary awarded to Christine O'Donnell. From left to right: Maj Dave Barton, Christine O'Donnell, Sgt Lisa O'Donnell and MWO Dave O'Donnell



CWO Brad Biggar, LCol Murray Regush, Valerie Thomas, Capt Bob Thomas, and Mrs Thomas



LCol Moore, Justin Moore and Capt R Daviau

New Branch Chief Warrant Officer's Message

By: CWO J.R.D. St-Jean, Branch Chief Warrant Officer



Well, here I am. I have been appointed as the next EME Branch CWO effective 12 July 2007 by the EME Council. I

know there must have been other candidates for the position and I really don't know why I was chosen. I do know, however, that any of my peers would have been just as qualified or as honoured if they had been chosen to assume the Branch CWO duties.

To succeed CWO Andy Dalcourt in this position is certainly a great honour but also quite a challenge, knowing that he poured his heart and soul into everything he did as the EME Branch CWO and initiated numerous projects that benefited all of you in one way or another. Indeed, those are big shoes to fill but I wouldn't want it any other way. On behalf of all of us, thank you Andy and we wish you all the best as the ADM (Mat) CWO.

As I am writing these lines, I am fulfilling my duties of Career Manager and my appointment is still a couple of months away. However, I am already losing sleep over the responsibilities that I am about to take on. This incredible opportunity to positively influence the decisions pertaining to the technicians from our four Trades and to represent you as proud EME Family members is overwhelming... in a nice way! Being human, I am not yet

certain as to how or where I will be able to accomplish this but I do know that, no matter the challenge, I will go to bat for all of you anytime, anywhere.

As you are probably aware, this year's theme within our family is our involvement in the community. Our Branch Advisor, through numerous examples and far superior writing skills than mine, really brought home the fact that you are actively involved in your adopted communities. Amazing isn't it? People from rural NB involved in their new community in Edmonton and people from downtown Toronto doing the same in Halifax. But why? You don't have to. There are no points awarded for your implication. In fact, most of those involved are doing so in a discrete manner without their Chain of Command or their peers being aware. So, is it that, as Military, we understand that home is where we make it or is it that we are inhabited by an overwhelming urge to get involved? I doubt there is one good answer to those questions but I know that you are out there doing it.

Be proud, be very proud of yourselves, your peers or anyone displaying the courage to get involved. The EME Branch managers certainly are of all of you that make a difference.

Arte et Marte

Bursary

Capt W. Tyerman and Shayley Jestin



Capt Lafleur, Racheal Anningston, MWO Anningston and Mrs Anningston



LCol Moore, Joshua Gaudreault, Gwen Lascelle and MCpl Lascelle

On Top of Canada

By: Lt R.M. Gourd, Flog TEME, CFB Halifax



We kept going up and the others kept coming down. Of the 85 people who attempted Canada's highest peak, only six successfully reached the top. A three man team from the United Kingdom and our team: Officer Cadet (ret'd) Steven Campbell, Second Lieutenant Tim Banfield from 408 Tactical Helicopter Squadron, CFB Edmonton, and myself, Lieutenant Robie Gourd from the TEME division of Formation Logistics, CFB Halifax.

The weather on Mount Logan was the main factor in deciding if a team would summit or bust. We were the last team to start the climb and nearly every day we climbed, there was a team descending. The weather pinned the majority of the teams down and they ran out of food, fuel, and time. However, there were isolated cases of altitude sickness, frostbite, and dissension. The descending teams included guided expeditions, veteran mountaineers

from around the world, and a massive research team with the task of verifying the exact altitude of Mount Logan. As we met each team coming down we thought to ourselves "What are we still doing on Mount Logan?"

Two weeks on the mountain and we were fortunate to only have encountered a few small storms, the longest being four days. At 18,000 feet our luck ran out. We were ascending over Prospector's Col

On Top of Canada (continued)

when all of a sudden the beautiful cloudless sky erupted and a storm rolled over the col. Within a few minutes we were in a complete whiteout with no option but to dig in where we stood. The exposed, icy, windswept ridge offered no cover and no snow to build a wall. The gusts were knocking us over, our hands and feet were numb, and it was a team effort just to get the tent poles extended. Once inside the tent we buried ourselves in our sleeping bags and stayed there for two days while the tent buckled and twisted in the wind.

Our summit day followed the storm. Exhausted from the previous 48 hours we awoke to clear skies from the edge of the Kluane Icefields all the way to Alaska. It was the best weather we could have wished for. We headed off on the long and tiring 15-hour journey over the barren shoulder of the west peak to the main summit. Every few steps were followed by a long pause and deep breaths as we climbed higher into thinner air and colder temperatures eventually reaching the summit at 5959 meters. It would have been so easy to give up and head home but every time you felt the rope tug on your harness it was an incentive to lift your head and to keep putting one foot in front of the other.

Once we had reached the summit we were wearing every thread of clothing

we had and leaning into the wind as we were humbled by the staggering view from the top of Canada: hundreds of snow capped peaks floated below us on a deep sea of clouds spanning the horizon. The journey to the top included alpine touring over long stretches of flat barren glaciers, skiing up hair pinned switch backs on 45 degree headwalls, and zigzagging through narrow ice falls, over fractured snow bridges spanning street-wide crevasses while traversing under massive house-sized seracs. The most satisfying part of climbing up was the epic, 2-day, fresh powder ski descent to the bottom.

After our ascent of Mount Logan we drove through Alaska and visited Denali National Park as well as a small park in the northern Yukon called Tombstone Territorial Park. This remote area is on a dirt highway that serves as a summer access to the community of Inuvik. It was there that I stumbled across Captains Karen Poirier and Shaun D'Souza who were on a cross Canada RV tour and had travelled all the way from Borden, Ontario. I was comparable in appearance to a fugitive on the run. Unshaven, sun-burnt, battered and bruised from over a month of climbing, and of all the people in the world to run into, I managed to be standing in front of the CSO from my Phase IV.

Looking back on this expedition, we stood atop of Canada as a team. We had to rely 100% on each other just to stay alive and we achieved the summit by skill and by fighting. Teamwork is a staple of the Canadian Forces and we would like to thank our units, who supported us and helped to make this expedition possible.

On the Cover Page



Mount Logan Highest Summit in Canada

(Left to right) :
2Lt Tim Banfield
(408 Tactical Helicopter Squadron),
Lt Robie Gourd
(TEME Division of Formation
Logistics) and
Officer Cadet (ret'd) Steven Campbell

Photos taken by 2Lt Tim Banfield

Veterans Visit

By: Lt J.A. Legendre, Maint Coy, 1 Svc Bn, Edmonton

On March 21st 2007, 18 veterans along with companions and staff from the Rosedale at Griesbach Retirement Home arrived at 1 Service Battalion in order to see vehicles, weapons and equipment that are currently being deployed by the Canadian Army. Members of 1 Service Battalion along with members of the Lord Strathcona's Horse (Royal Canadian) Regiment participated in the event, displaying all types of equipment ranging from the Gas Mask to the Leopard C2 Main Battle Tank, as well as giving the veterans an opportunity to taste some of the delicious modern IMPs. For the veterans it was a great chance to see the advancements in military technology that have occurred since their time, but more importantly, it was a great opportunity for both the veterans and soldiers to interact and relate with one another, sharing stories and experiences that bridge the gap between the generations.

One of the most important aspects of growing as a military is to appreciate what our veterans have done in the past, to recognize their achievements and learn from them. Having events such as this gives the currently serving members of the CF the opportunity to show their appreciation and allows veterans to see how important their support is to the advancement of the CF and to the preservation of unit traditions.



Sgt J.F.D. Ferland, Wpns Tech, 1 Svc Bn is seen presenting a display of weapons and other equipment to veterans from the Rosedale at Greisbach Retirement home, 21 Mar 07.



Maj A.C. Haines, OC Maint Coy, 1 Svc Bn is seen having a little IMP taste test with some of the folks from the Rosedale at Greisbach Retirement home, 21 Mar 07.



Cpl D. Robichaud, Wpns Tech, 1 Svc Bn is seen presenting a display of weapons to some very interested veterans from the Rosedale at Greisbach Retirement home, 21 Mar 07.



The 63rd Annual EME Birthday

By: Lt C.T. McRobbie, Maint Coy, 1 Svc Bn, Edmonton

The Electrical Mechanical Engineering (EME) Branch was officially established May 15, 1944. Every year since, on the 15th of May, Canadian Forces EME technicians both at home here in Canada and abroad pause to celebrate our annual Branch birthday. Typically, it is a daylong event that begins with an opening ceremony, followed by a day of participating in various sporting events and summed up by a cake cutting ceremony and trophy presentation. This year was no exception. 130 EME technicians and civilian mechanics from Edmonton Garrison took part in this year's festivities.

The ASG Commander - Col Alex Patch – (who just happens to be the

senior EME Officer in LFWA) and the ASG RSM – CWO Gord Morrison - took time away from their busy schedules to open the day's festivities. Col Patch welcomed all EME participants and thanked his fellow technicians for their outstanding support over the past year. He also stressed the need to occasionally down tools to participate in EME functions. The group then spread out around the Edmonton Garrison Gym and sports field to participate in soccer, ball hockey, baseball, volleyball and log sawing. Though Edmonton is known for its unreliable May weather, we only experienced sunburnt faces and a warm sun during this year's EME Day festivities. The famished crowd regrouped behind the gym at lunch



EME Day Cake

for a barbeque and giant EME birthday cake. The day was then capped off with a chain of command race, which pitted teams of four against each other as they raced across a field on bangle boards.

The enthusiasm and dedication that EME soldiers exhibit on a daily basis, whether it be during a sporting event or while performing their job both in Garrison as well as in the field, is evident. Regardless of whom I talk to, I am constantly reminded that regardless of the task, the EME Soldier/Tech is an extremely reliable individual who always manages to get the job done.

Arte et Marte



Left side is a nail-hammering race, right side is the soccer tournament. Both took place during the B-Day. All Technicians from different units in Edmonton.

EME Branch Regional and National Awards

By: Lt T. El-Rez, DGLEPM

The Electrical and Mechanical Engineering Branch Regional and National Awards are presented annually to a deserving military member of the EME Branch, to an associated civilian employee, or to a unit or sub-unit in recognition of a significant and outstanding contribution to the EME Branch. The evaluation period was from April 1, 2006 to March 31, 2007. An annually established Board within each of the seven Regions selected their Regional Award winner. Each of the seven recipients received a \$200 cheque along with a certificate of recognition. The award recognizes achievement or performance that is outstanding in nature and has contributed significantly to any aspect of EME Branch activities. The nominations for this year were:

LFQA, Sgt J. C. E. Drouin

After deploying to 5 Svc Bn in April 06, Sgt Drouin worked very hard throughout the year to improve the organization and



ensure its seamless operation. Besides his daily work, which was outstanding, the Sgt also excelled in the duties he was assigned over and above his regular tasks. In so doing, he brought great credit to the organization and the Canadian Forces as a whole. The Sgt's positive attitude, his concern for the well-being of his subordinates, his exemplary leadership within the platoon, and his willingness to go the extra mile for his men are the qualities that made him the favourite choice for the EME Branch regional award.

LFCA, Sgt S.G. Ferris

Sgt Ferris is awarded the EME Branch Advisor's Award for the period 2006-2007, in recognition of his outstanding



professionalism, dedication and leadership in support of Joint Task Force – Afghanistan Roto 2. He worked tirelessly to ensure the Battle Group had the maintenance support when and where it was required. He always led from the front, never hesitating to deploy "outside the wire", leading the troops in his Ancil Bison MRTs and getting his hands dirty conducting immediate repairs to E Battery's M777s. He is a model technician and soldier, setting the example for all others to follow.

Air Command, Sgt M. Harrietha

Sgt Mike Harrietha is awarded the EME Branch Advisor's National Award in recognition of his unfailing



professionalism and dedication to the EME Branch. He is a highly confident individual who eagerly accepted the demanding tasks associated with the Wing Commander's appointment as the 17 Wing Radiation Safety Officer. Esprit de Corp permeates through him, as displayed in his leadership and commitment to the unit and EME Branch activities. Sgt Harrietha is a gifted soldier who leads by example, with unquestionable dedication and loyalty.

EME Branch Regional and National Awards (continued)

NDHQ, 202 WD, Mr. Normand Marcil

A positive and exemplary leader, Mr. Marcil skillfully managed his staff to prepare the fabrication of the M113A3 in the various configurations requested. He superbly exceeded all expectations, while recognizing the risk factors involved. In spite of the heavy workload, he was always extremely professional with the task at hand. Thanks to his wide range of skills and experience, he could quickly adapt to the directives, and on several occasions, he showed initiative in resolving a number of problems that cropped up during the vehicle preparation. With remarkable professionalism, he tightly controlled the resources and material available to him and brilliantly brought the project to completion. His contribution as Process Leader and Group Leader helped us meet extremely tight deadlines for all flights scheduled during his tenure. His leadership qualities were evident throughout the task.



CFSTG, Capt A. Noseworthy

In recognition for his vision, leadership and tireless effort to furthering the esprit de corps of the EME Branch and its predecessors through the development of The Guild of the Electrical and Mechanical Engineering Branch. Capt Noseworthy's work to establish The Guild will greatly assist future custodians with the maintenance and upkeep of our EME heritage into the future.



LFWA, MCpl M. Thompson

Mcpl Marc Thompson was chosen for this award for his outstanding support to the 1 PPCLI Rear Party while the unit was deployed on Task Force 1-06. MCpl Thompson was an integral part of the organization charged with supporting the families of those deployed. As Maintenance Platoon's senior rank he was responsible for providing maintenance support to the Battalion and did so in a superb fashion. He acted in a capacity far above his rank and ensured the Battalion's fleet of vehicles was kept serviceable despite having severe manpower limitations.



NATIONAL AWARD



LFWA, Cpl M. Ouellette

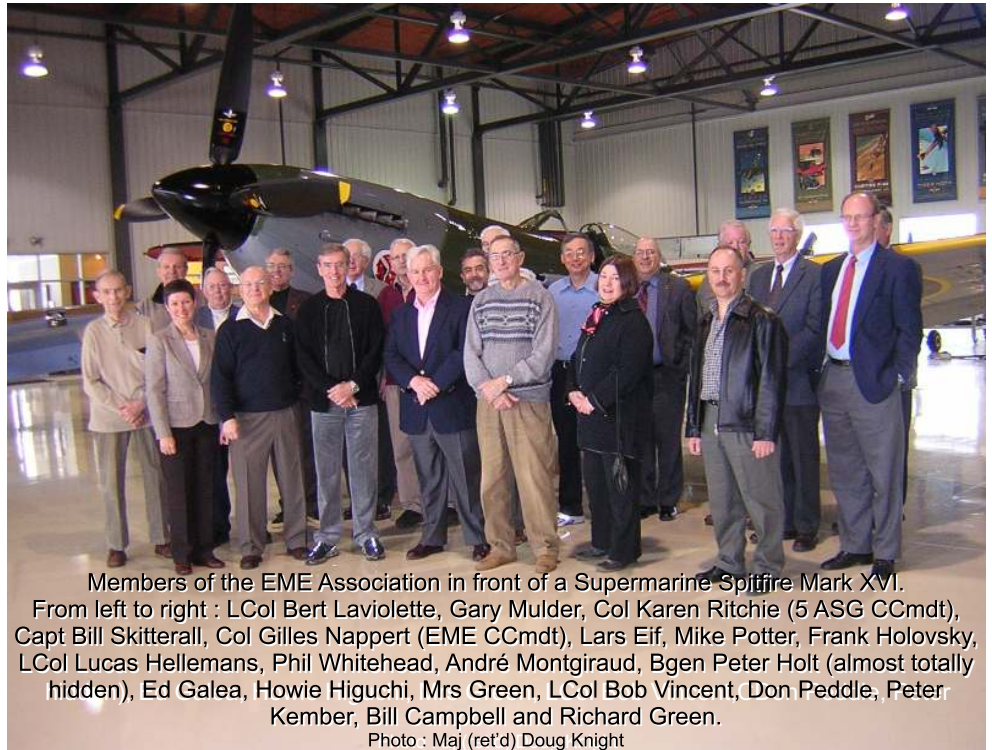
Cpl Ouellette's leadership qualities, coupled with his exceptional trade knowledge, soldier skills, and professionalism reflect the values of the EME Branch. His performance and pride directly impact, and greatly contribute to, the exceptional reputation and identity of the Branch: Arte et Marte.

Upon completion of the Regional Boards, each Region forwarded their respective winner's file to the Branch Secretariat in order to conduct the National Award Board. The National Award Board was held on the 27 April 2007 and was composed of the Occupation Advisors, their assistants, Col Cmdt, the Branch Chief and was chaired by the Branch Advisor. The national winner, Cpl M. Ouellette, received an additional cheque of \$500 along with a certificate of recognition. Cpl Ouellette was deployed as part of Joint Task Force Afghanistan, R3. Col Ryan Jestin who was visiting JTFA presented the Regional and National Electrical and Mechanical Engineering Branch award on behalf of the Branch Advisor.

EME Association Visit to Vintage Wings of Canada

By: Maj (ret'd) Doug Knight, EMEA

The Electrical and Mechanical Engineering Association (EMEA) has more than 200 members, spread across Canada, and includes regular force, reserve, and retired EME personnel. The Association has existed continuously since 1946, under a variety of names (as RCEME became LORE and now EME). Its objectives are to foster the principles, practices, identity, cohesion, and development of the EME Branch in the Canadian Forces. It also provides a forum for the continuation of "service" friendship for its members, who include regular, reserves and retirees. The Association has active chapters in Victoria, Toronto, Kingston, the National Capital, and Montreal/Québec, as well as non-affiliated members (who live too far from a local chapter). In addition, the Association holds an annual general meeting in CFB Borden every October, which provides a unique forum where regular force, reservists and retired EME personnel can meet and share experiences or ideas. The EMEA also fosters the role and contribution of EME personnel within the reserve service battalions, through annual Best Craftsman awards.



Members of the EME Association in front of a Supermarine Spitfire Mark XVI. From left to right : LCol Bert Laviolette, Gary Mulder, Col Karen Ritchie (5 ASG CCmdt), Capt Bill Skitterall, Col Gilles Nappert (EME CCmdt), Lars Eif, Mike Potter, Frank Holovsky, LCol Lucas Hellemans, Phil Whitehead, André Montgiraud, Bgen Peter Holt (almost totally hidden), Ed Galea, Howie Higuchi, Mrs Green, LCol Bob Vincent, Don Peddle, Peter Kember, Bill Campbell and Richard Green.
Photo : Maj (ret'd) Doug Knight

Chapters hold regular meetings, frequently with a guest speaker on a topic of interest to the EME Branch. The EMEA National Capital chapter meets monthly from September to June. In an unusual variation, the April 2007 meeting was a tour of the Vintage Wings of Canada aircraft collection, which is housed in a new hangar at the Gatineau Airport. This is a private collection of fourteen classic aircrafts in flying condition, and includes (among others) a Hurricane, Spitfire, Mustang, Swordfish, Harvard, Tiger Moth, Fox Moth, and Beaver. Mike Potter, the owner of the collection, hosted the visit and enthusiastically described the technology, performance, and historical significance of each aircraft.

They are maintained in flying condition by five permanent staff and numerous volunteer workers. The collection is open for public viewing on "open house" days during the summer, which includes flying demonstrations, depending on the weather (see their web site for details). There was a good turnout from the EMEA and it was a most enjoyable visit.

Op CONNEXION EME Style

By: WO B.L. Westholm, 2 Svc Bn, Petawawa

Last spring, as summer was fast approaching, things were following the normal path that we all expected: school coming to an end, summer leave, families getting ready for summer holidays and, in the case of 22 Wing EME, the arrival of a World War 1 (WW1) German field artillery piece. (Yeah, it's like that around here!)

One of the members of the EME Workshop, MCpl Jason Grawbarger, is also a member of the Sturgeon Falls Legion. Given his EME background, the Legion staff approached him about a WW1 monument that had increasingly become an eyesore due to its deteriorating condition, mostly caused by its location outside and its proximity to the canal system in Sturgeon Falls.

The request from the Sturgeon Falls Legion began the wheels turning in what was to be a long-term public outreach program for 22 Wing EME. With MCpl Grawbarger coordinating (and with the help of our 5-Ton wrecker) the two-ton gun was moved from the Sturgeon Falls Legion, back to the 22 Wing EME Workshop where it began a transformation from rust-bucket to stately monument.

Our Weapons Tech, MCpl Tony Deziel, couldn't have been happier, finally something bigger than a C-7 to work on! The EME crew was excited about getting on with the repairs to



22 Wg EME with Legionnaires (Mayor Joanne Savage on Left)

this piece of history. The work, which took place after hours and on weekends, took some 200 man-hours to complete, including sandblasting, welding, repairs, fabrication and painting. Our Mat Tech, MCpl Steve Slominski, had to make new wheels for the cannon as the old ones had rotted completely away.

In November, the cannon was ready to return to the Sturgeon Falls Legion and the Legion had arranged a small ceremony. All members of the EME Workshop were quite surprised at the great reception, even the Mayor of

Sturgeon Falls turned out to say a few words of thanks. After the ceremony it was off to the Legion, where all EME members did their best to offer financial support by way of imbibing some cold beer.

22 Wing EME, although a very small organization, had representation in virtually all Op CONNECTION programs in 2006 and is proud to support our local community and Branch in true EME spirit.

Arte et Marte.



22 Wg EME by Refurbished Cannon - Left to Right
WO Westholm, Cpl Stewart, Cpl Rich, Cpl Humber, Cpl Baker,
MCpl Slominski, MCpl Grawbarger, MCpl Deziel and MCpl Bernard.

Discovering Heroes in Normandy

By: Lt C.E. Sura, 2 Svc Bn, Petawawa

A total of 35 officers and NCMs from 2 Service Battalion, CFB Petawawa, were fortunate to have the opportunity to participate in a professional development trip to the Battlefields of Normandy for a period of 10 days. We departed for France on August 15th with shining eyes, our faces barely able to conceal the excitement that our hearts and minds contained. Of those 35 personnel, 11 lucky EME soldiers were able to attend, including myself and Lt Erica Speiran. After nearly 24hrs of travel, we finally arrived in Arras, where the atmosphere of the French culture and the history ingrained in every inch of the terrain was immediately apparent. From the hundreds of poignant monuments to the well-worn

cobblestone roads, the historical presence was not only seen, but it was felt, as though every soul that ever lived and died hung heavy in the air.

After several days of touring sites that were specific to the battles of WWI, we began exploring the WWII battlefields of the Allied offensive (Operation OVERLORD) that was launched on D-Day, June 6th, 1944.

The Canadian elements involved in the landing at Juno Beach on D-Day consisted of the 3rd Canadian Infantry Division and the 2nd Canadian Armoured Brigade. By the end of D-Day the Canadian elements had penetrated further into France than any other Allied force, being the

severe casualties were inevitably sustained, and many of those soldiers who lost their lives in the advance towards Caen are buried at the Beny-sur-Mer Canadian War Cemetery in Reviers, France.

Although, we saw many significant cemeteries and sites throughout our

trip, our visit to Beny-sur-Mer was an especially important stop for the EME members of the tour. A total of eight RCME soldiers are buried at the Beny-sur-Mer cemetery, whose graves we set out to locate within the 2,048 immaculately maintained stones.

Regardless of our rather hectic tour schedule, we were able to take the time to place small Canadian flags on the graves of our fellow RCME brethren, to

pay homage to their lives that were lost, and to recognize the kinship that we felt towards them. It was notable that each of the rank levels within our group gravitated towards the stones of similar ranks, as though empathizing and imagining ourselves in the shoes of the fallen. Each gravestone was photographed, and the inscriptions of prose on some of



In the kneeling position are Cpl Brittain, Cpl Bentien, Cpl MacKenzie, in the middle are Cpl Pilon, Sgt Yargeau, Cpl Llewellyn, and in the back are MCpl Dearing, MCpl Phillips, MCpl Howe. The group is pictured beside the stone of Cfn Robert Cecil Martin, a member of the 4th Armoured Troop Workshop, who died on August 4th, 1944 at the age of 22.

only units to successfully meet their objective at Caen. This incredible push towards Caen would not have been possible without the support from the RCME technicians and their ability to maintain the heavy armoured vehicles and equipment that traversed the beach and continued for a total of 15 km inland.

Despite the success on D-Day,

Discovering Heroes in Normandy (continued)



Lt Speiran (right) and Lt Sura are pictured beside the stone of Major Robert Johnson of Limerick, Saskatchewan, who died on July 21st, 1944 at the age of 32.

the stones evoked emotions that are not easily described with words; it is a profound respect for the true heroes of a battle requiring incredible courage and strength. The sentiments we felt as we departed the cemetery are best described by the inscription on the stone of Major Robert Johnson, "Soldier rest, thy warfare is o'er. Sleep the sleep that knows not breaking".

Arte et Marte



Sgt Frank Yargeau, proudly wearing his EME insignia, is pictured beside the stone of Armament Staff Sgt Reginald Theodore Eidt, who died on July 25th, 1944

EME Day at Kandahar Air Field

By: Lt J.F.C. Courtemanche, Public Affairs Officer, HQ JTFA



Cutting the EME cake is the youngest EME soldier in the Company, Cpl R.J. Bould (in the middle), along with the ETQMS MWO Steve Quilty (on the left). The British folks were actually technicians from the British REME Corps. EME cakes and prizes were sent out to EME technicians on 3 various Forward Operating Bases across the Kandahar province.

EME Day at Kandahar Air Field, Afghanistan on May 15, 2007 was a fantastic success as troops came out for an afternoon of fun, games, barbeque, and friendly competition with their peers.

The day was shared with members of the British Army engineers as they challenged their Canadian counterparts to a competition of good old "Tug-of-war" and a "Creeper race". On both counts, the Canadian teams won flat-out, but the competition must be congratulated for a respectable showing.

Under the leadership of Major Ian Koss, Officer Commanding

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EME Mutant Ninja Technicians

By: Cpl W.F. Edwards, 2 Svc Bn, Petawawa

It was the beginning of December 2006 when the decision was made as to what our team was going to do for the 43rd Annual EME Bonspiel. Four team members, 4 Ninja Turtles. We can't do that, turtles don't have hair! We'll shave our heads for Cancer Research. We thought that will never fly, but what's the worst thing they could say... NO. And so the EME Mutant Ninja Techs were born.

The shells were made of flying saucers that children use for tobogganing attached to T-shirts with Velcro scraps we found in our Mat Shop. The flag colors were cut from pieces that the Mat Tech said they weren't going to use for a flag because they were too small. The pieces were cut to fit our shirts and sewn on by Cpl Joshua Finnamore of

2 Field Workshop, who incidentally was a great contributing factor due to the fact that we Veh Techs can't sew.

Team costumes were finally finished by Christmas time. At this point Cpl Wayne Edwards, of 2 Service Battalion Integral Maintenance,

mounted his writing campaign to be excluded from haircuts! Approval was sent via the chain of command, stating that all



A good time was had by all as you can see here when Cpl Wayne Edwards "turtles" after tossing a rock. You know what they say about a turtle on its back...

was good if DND regulations were met during said period. So we decided to grow our hair as long as possible (within DND regulations), before the bonspiel.

While waiting for official word from higher up, the curling team of Cpl Tom Paisley, Cpl Chris Rusaw, Cpl Billy Meek, and Cpl Wayne Edwards started to canvas the Petawawa area in search of sponsors to raise as much money as they could for the Canadian Cancer Society (CCS) in the 4 short weeks that remained until the event started. The idea was also brought up that we could hold a draw within the Battalion to see who would be the lucky winners to shave our heads, with that money being added



The EME Mutant Ninja Techs: (left to right) Cpl Billy Meek, Cpl Chris Rusaw, Cpl Tom Paisley and Cpl Wayne Edwards (front) of 2 Service Battalion

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Meritas for EME

By: Sgt M.J.L. Perron, 3 Wing, Log Gp Mat, Bagotville

Each year, 3 Wing Bagotville hosts a fundraising event to raise money for charitable organizations and to assist people in need. This is a major social event at CFB Bagotville, and the Electrical Mechanical Engineering Branch is proud to be able to play a major role in this activity.

The EME Branch is widely recognized as a close-knit and devoted family. The Branch actively participates in a number of local community events and contributes towards community efforts, and the Bagotville family is no exception to the rule. The unit plans a tire clinic twice a year, in the spring and in the fall. During this event, EME invites people from the Wing to come in, replace their tires, and make a \$20-donation to the Wing Charity Fund.

You may be interested to hear that the EME members who participate in this event are all volunteers, and as such are not paid for their efforts. But they are all proud to participate in charitable events that can make a difference in someone's life. They feel good helping people who are less fortunate. Since the event is usually planned by different people each year, the records and relevant information must be meticulously maintained so that the planners who take over the following year can offer a similar level of service.

With close to 100 percent participation, the EME technicians



The Meritas is awarded to EME members by Bagotville's Commanding Officer during the quarterly meeting last March. From left to right: Wing CWO, CWO Dufort; Wing CO, Col Ruel; EME Cont O, MWO Godbout; and Material Manager, Maj Remy.

worked very hard to meet the demand for tires, a demand that increases every year. This year for instance, we installed tires on about 200 cars and raised more than \$4,000, which is more than 10% of the base's \$30,000 target.

In recognition of their professionalism and outstanding work for the Wing's Charity Fund, the EME unit was awarded a Meritas award by the Wing Commanding Officer Colonel P. Ruel during the Logistics Division ceremony last March.

This award highlights the determination and sustained efforts made by EME, and its contribution as a group -- evidence of an outstanding esprit de corps and an authentic

sense of pride in accomplishing 3 Wing's mission and operations. With this award, the 3 Wing CO recognizes the invaluable support that the EME branch provides and the important role it plays in raising funds for the less fortunate.

Arte et Marte

Maintenance Company Hard at Work

By: Sgt E.R. Beaumier, NSE Maint Coy, JTFA 1-07, Roto 3

The Electrical and Mechanical Engineering Branch has always had a reputation of being extremely hard workers and always “getting the job done!” It is no different here in Afghanistan, where the Maintainers are certainly standing up to their reputation. It has been just over three months now and it seems as though we just got here. Upon arrival, the workspace and maintenance compound were extremely cramped and in need of reorganizing with the

addition of CANCAP, a civilian company hired to assist with maintenance. With a collective effort, a couple of weeks of relocating spare parts, equipment waiting repair and straightening out the workshops, we had our work area well organized to a Roto 3 standard. With the Battle Group (BG) sub-units deploying on various operations throughout Kandahar province and the National Support Element (NSE) performing numerous Convoy Logistic Patrols

(CLPs), the tempo and workload could not be any higher.

Wheeled Vehicle Platoon knows all about fast pace. A-Veh Section, a 19-member section, works diligently on the BG's Light Armoured Vehicle (LAV) IIIs, Coyotes and Bisons. With technicians deploying on operations integral to BG sub units and others on home leave travel (HLTA) getting a well earned break, the section often works extended hours to ensure an



A Vehicle Section works during a 48-hour vehicle surge. Often BG sub units will return to KAF for a well-deserved break – both for the troops and the vehicles. This is often an extremely busy time within Maintenance Company.

Maintenance Company Hard at Work (continued)

excellent serviceability rate. As the BG crews go on HLTA, they bring back their vehicles to Kandahar Air Field (KAF), where all trades work hand in hand to completely inspect the vehicle, weapons system and communications system to improve the reliability of the fleet while deployed at forward locations.

Even with the added weight of the Add-on-Armour (AoA), the extreme heat, and unique driving conditions of Afghanistan, combined with high mileage, the LAV IIIs are holding up extremely well, both mechanically and from a soldier protection perspective. We, as Canadians, likely have the best kit and equipment in theatre.

B-Veh Section also has its fair share of work. Tasked with maintaining the fleet of Standard Military Patterned wheeled vehicles, as well as heavy equipment, this 24-technician team has very little time to relax. From deploying members to Forward Operating Bases (FOB) to maintaining equipment, to providing personnel to support the CF establishments in Kabul and the Provincial Reconstruction Team, this section is often left with limited manpower, however, they always manage to keep the fleets operational. This remains challenging due to the high mileage and rough terrain these vehicles travel.

With the addition of Tracked Light

Armour Vehicles (TLAV) into theatre without the full compliment of parts, technicians use their initiative, as well as their mechanical knowledge, to keep them rolling. Once the TLAVs arrived in Kandahar, these new fighting vehicles had to be inspected and repaired by all trades, a large task that was very high profile since the Task Force was anxious to start using them. It goes without saying that this was a significant amount of work for an eight-man section.

Recovery and Components is another section that has its hands full. Responsible for recovering vehicles and repairing the RG-31s, this section has proven themselves time and time again. Between recovery calls, keeping their equipment in top notch condition and supporting the personnel rotations to FOBs, this section still found time to lend a hand to the American forces, giving them advice on extracting damaged equipment from a mine field.

As for Leopard Section, you will hardly see them enjoying the comforts of KAF. These technicians are constantly deployed to support the tanks, as well as any other unit that requires heavy recovery. Hanging their hats at a FOB, when not in a leaguer, they are constantly on the road to support an operation. The Leopard Tanks are not getting any younger, which has truly tested the skill and knowledge of this

maintenance echelon. You can easily recognize the Leopard technicians when they come to KAF - lets just say that they are happy to meet with the barber.

However, Maint Coy does not only work on vehicles, we also work on our welfare. Everyone now enjoys the cleanliness and brightness of our newly rebuilt BAT (Big, cannot write out the acronym for A, Tent). Use your imagination. With cement walls for added protection and even the phones and internet coming, we are living the dream! Not to mention that the air conditioning actually works.

KAF had the opportunity to host a visit of the NHL Alumni earlier this month. Morale reached an all time high as players and soldiers had the chance to interact with each other during a BBQ held at the New Canada House put on by the CDS. After everyone had their fill, the evening concluded with singing by the east coast's own Terry Kelly.

On the 14th of May NSE Maintenance received a visit from the 3 Area Support Group/CFB Gagetown Commander, Colonel Ryan Jestin. While on the ground Colonel Jestin took the opportunity to present both the regional and national Electrical and Mechanical Engineering Branch Advisors Award for outstanding job performance, leadership and dedication. This year's recipient of both awards was

Maintenance Company Hard at Work (continued)



Maintenance was fortunate to receive a visit from the NHL Alumni during their visit. They brought Lord Stanley's Cup down so that each soldier could get a picture.

Cpl Ouellette from CFB Gagetown. Congratulations on behalf of Maintenance Company to you Cpl Ouellette!

Maintenance Company quickly adapted to this high-speed environment and overcame many

challenges. We are doing an excellent job at keeping the Task Force vehicles rolling – if I do say so myself. Everyone is working hard as a group to accomplish the mission while ensuring the morale of the Company is at its highest. Even with

the extended work hours and sometimes lack of sleep, Maintenance Company still managed to put a ball hockey team in the KHL and finished second overall in the regular season!

EME Day at Kandahar Air Field ...from page 13

Maintenance Company and with a brief appearance from National Support Element Commanding Officer, Lieutenant-Colonel Charles Mathe, troops mingled and enjoyed a well-deserved break from their hectic schedule.

"This rotation, as the ones before, is proving to be extremely demanding on the equipment," said Major Koss.

"Keeping this much machinery in working order is not an easy thing and it can be tough on the soldiers, tasked to maintain it."

Branded as the "Miracle Department" these specialists are known to take a piece of kit, considered damaged beyond repair, and bring it back into service. Some reprieve from the gruesome demands of on-going field

operations and day-to-day wear-and-tear, was more than welcome.

Once the friendly competitions were taken care of, the troops were treated to a delicious meal and the occasion was marked with the allocation of two beers per soldier as a sign of gratitude from the commanding officer.

All in all, time well spent, for a job well

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Fabrication of RG-31 Bin Storage Rack

By: Cpl G.J.E. Leblanc, Mat Section, NSE Maint Coy, JTFA 1-07

Once again Miracle Section (Materials Shop) stepped up to the plate when the Battle Group approached the Mat Shop to see if it was possible to fabricate a rack that would hold jerry cans, extra water, rations and mission essential items.

The OMLT (Operational Mentor and Liaison Team) had a few ideas of their own. They asked if we could weld a bracket to either the top or side of the vehicle. This seemed to be a reasonable course of action under diminishing time restraints. Lo and behold once NDHQ was emailed with our intentions the response came back with a big “negative” stating that there would be no welding modifications to the hull of the RG-31 until further notice.

Now it was time for the Mat Shop to put five heads together in coming up with an idea that would keep both Ottawa, but mainly the men using this vehicle outside the wire, satisfied.

The team, which consisted of MCpl Stymiest, Cpl LeBlanc, Cpl Bridger, Cpl Dickson and Cpl Barwise, went to take a gander at the RG-31. Five sets of eyes with the help of two measuring tapes scanned for possible areas big enough to fit the required items keeping in mind there was to be no weld whatsoever to the hull.

After numerous suggestions and

ideas being batted around, what would prove to be the ultimate mounting position in the end was where the spare tire was mounted. One might ask at this point and ask they did, “It looks like a good spot for a mounting point, but what happens if we require the spare tire?”

MCpl Stymiest and Cpl Leblanc not always being 'Arte et Marte' soldiers but remusters from the combat arms side of the house simply put it as such.

“Gentleman, there are two spare tires on your vehicles as it is. Only one is required. You came to us looking for a solution and we presented you with one. You are now able to carry your spare fuel, water and mission essential items. Furthermore, do you mean to tell us that in the midst of battle you are going to take the time to change two tires or are you going to get the hell out of Dodge and change them later?”

Their silence was answer enough.

The item had been manufactured to fit in between the rear and front stowage bins and mounted on the spare tire holding plate. The finished product which some said looked morbid in its design, gave way to its name... “tombstone”.

Well, well, well...what was supposed to be a single item requested by a friend turned into a full-blown

operation appropriately called, “Operation TOMBSTONE”.

OMLT crews, with their RG-31s loaded up like a Gypsy caravan, came from far and wide requesting to see the Tombstone. Needless to say they were impressed with it and asked if we could manufacture another as a favor to them. At the end of the day when it was all said and done, there had been 51 favours requested.

The Mat Shop put together an assembly line that would have made the General Manager of GM proud. It was a long and tedious job, fitting the tombstones into the daily workload along with the never-ending OX jobs pertaining to the LAV IIIs, and IED strike damages, but alas, it was completed.

We as Mat Techs on ROTO III may not have been outside the wire as many of our friends and comrades have so unfortunately been, but we like to believe that we've done everything possible to provide them with the best that they deserved.

Arte et Marte

NSE Maintenance Company JTF 2 Roto IV Confident and Ready

By: Capt J.L.R. Lacerte, NSE Maint Coy, JTFA, Roto 4

More than a year has passed since the beginning of our training and our deployment into the theatre of operations. More than a year of joint effort by the Electrical and Mechanical Engineering (EME) Branch and Land Force Quebec Area (LFQA) has been put into supporting the build-up of strength of Task Force (TF) 3-07. The team has finally reached the training level required for the mission. As our deployment approaches, feelings of anxiety and desire increasingly affect our team. The road has been a long one -- one that has been riddled with challenges that we have pitched in together to overcome. The transfer of vehicles from TF 4-06 to TF 3-07 will provide us with a new approach to human resources planning. While Maint Coy trained under Capt Fred Proulx to reach NCVM 3 level, The 5th

Canadian Mechanized Brigade Group (5 CMBG) and 5 Area Support Group (5 ASG) tackled the fleet of more than 600 vehicles in preparation for deployment to Fort Bliss, Texas. In Jan 07, Maint Coy took on its current structure with the appointment of Major Steve Jagura as the Company's Cmdt. Two major exercises would merge together during our training: EXERCISE RAPID REFLEX and EXERCISE MAPLE GUARDIAN. Our deployment to Fort Bliss, Texas, helped us train in an environment similar to that of Afghanistan and put our Standard Operating Procedures (SOPs) and maintenance and combat procedures to the test. Afterwards, EXERCISE MAPLE GARDIAN gave us the opportunity to develop the cohesion, innovative spirit and confidence that now reign in our ranks. During the

build-up of strength, our vehicles have maintained a Vehicle-Off-Road (VOR) level below 7%, which is an amazing feat. This complimented a balanced and highly respectable preventative maintenance program. And, for the icing on the cake, we successfully performed some 40 recovery operations.

As is tradition, several people stood out during our adventure. We discovered and benefited from the talents of the inveterate barber, MCpl Ghyslain Thérien. We now have our very own combat cameraman in the Company and National Support Element (NSE). You never know when your action or inaction will be frozen in time, captivating the most intimate moments, thanks to MCpl Paölo Pipia's high definition camera! But, without a doubt, the most surprising revelation was that WO Dany Tremblay served as an escort



Recovery team at work,
Note the 25 mm cannon!

NSE Maintenance Company JTF 2 Roto IV Confident and Ready (continued)

during a visit from our Honorary Colonel, Colonel Nappert, accompanied by some one hundred brothers in arms. A number of new terms have been coined over the past ten months. The M113 A3 (deployed under the leadership of Maint Coy), the recovery patrols and the famous pitstops will surely be remembered. Interesting challenges await us once we arrive at the Kandahar Air Field. The entry into service of the new Leopard A6 tanks will test the skills of our technicians who have just returned from training in Germany. We are currently training craftsmen on new technologies in the United States, Ireland and the Netherlands. As for the chain of command, the creation of the Operational Mentor and Liaison Team (OMLT) will put us

all to the test. In addition to having all of the knowledge required to deploy, our operational reserve is strong and well-trained. Following the Parade of May 17, we are now at Operational Capability (OPCAP). Having achieved this level, the City of Quebec is planning an unforgettable party to celebrate families.

I cannot overlook the incredible support of a number of actors who helped us during this build-up of strength. Our sincere thanks to the Canadian Manoeuvre Training Centre (CMTC) for their honourable support during our transfer to CFB Wainwright. Our greetings to the Valcartier arrière-garde staff who



A well fed soldier is a happy soldier...
Thanks to Art Bouchard and Cpl Joncas.

supported us so well during our adventure. And finally, as was stated so well by Colonel (Retired) Johnston and is so aptly depicted in the attached photos: Arte, Marte and Party...

Until next time...

Bursary



From left to right
Lt Watson, Wayne Gauvin, Jeff Dorherty, Norm Ducharme, Andrew McBurney, WO Silverthorn, Capt Van Mourick, Brian McCallister, Jenni McCallister, Maj DeVries, MWO Badgerow, Dave Smith, MCpl Johnson, Cpl Green, MCpl Mally and MCpl Thompson

Canadian Forces Getting New Rubber Tracks

By: 2Lt T.A. Cunning, Tech Svc Maint Coy, 3 ASG, Gagetown

The CF's Tracked Light Armoured Vehicle (TLAV) fleet is about to be fitted with rubber tracks. The new tracks, designed by Soucy International of Drummondville, QC, are considered to be a vast improvement over the conventional steel tracks currently used by the CF. They offer many performance, mobility, maintenance, and cost-related benefits that could facilitate operations at home and abroad.

MCpl Martin Gilbert, of Maintenance Company at CFB Gagetown, has been heavily involved in the project in recent months. Trials of the new track began in the Fall of 2005, and since then the design of the track has been completely overhauled.

"With this new piece of kit comes a phenomenal improvement in rubber track technology," Gilbert says. "It really took a lot of development and a dedicated team of engineers to make this possible."

The first version of the new track, known as the A1, lasted roughly 1000 kilometres in varying types of terrain and driving conditions. The final version, the A3, has just been approved and can comfortably last up to 3500 kilometres, which more than surpassed the initial goal of 2500 kilometres.

The rubber track, weighing in at around 385 kg per side (850 lb), weighs roughly half as much as the



steel track at 700 kg per side (1550 lb). As a direct result of the weight drop, the CF can expect to save 40 percent in fuel costs to operate the TLAV fleet. It also makes other important modifications possible that were otherwise not permitted due to weight restriction, such as the addition of more armour.

The vehicle drives smoother, and is much quieter with the new tracks. "You can only hear the engine and the transmission, not the deafening track noise like before," said MCpl Gilbert. "The rubber track is simply more efficient in every way."

Increased mobility is another benefit. The TLAV fleet would be able to travel in new areas and under new conditions. Vehicles equipped with steel tracks are only allowed to travel

on designated roads on the Base, due to the damage they cause to the pavement. A vehicle with rubber tracks would probably allow those restrictions to be lifted.

The tracks will require less operator maintenance, and procedures that were previously time consuming and bothersome can now be performed in minutes. This is especially noticed with the track's improved winter kit. The two-hook ice chains can be installed with only a nut and bolt.

MCpl Gilbert had a chance to see the fabrication process at Soucy International, who also makes tracks for vehicles like farm tractors, snowmobiles and bobcats. "They are every bit as durable as the steel tracks," Gilbert claimed. "They have similar mechanical properties

Canadian Forces Getting New Rubber Tracks(continued)

because they are reinforced with steel in both directions.” Other armies like the American, Danish and Swedish are considering purchasing the rubber tracks for their own tracked vehicles.

A fellow vehicle technician, MCpl Paul Walker, accompanied MCpl Gilbert when he went to view the final product on the 23rd of January. “It’s quite a complex piece of rubber,” says Gilbert.

Sixty rubber track kits, each costing roughly \$36,500, are to be placed on TLAVs sent to Afghanistan this Spring; it is anticipated an additional sixty may be purchased by the CF in the near future. As the tracks only currently fit the 5-wheeled versions of the vehicle, it is believed that a 6-wheel track is under development, with trials potentially starting as early as April of this year.



EME with the Skyhawks

By: Sgt B.E. Gaiger, 1 Svc Bn, Edmonton

The members are MCpl Bradley Gaiger (411) of 1 PPCLI Maint Pl (at the time of the event) with black helmet, and MCpl Dean Schell (421) of CFB Cold Lake no helmet and bad hair cut. This photo is of a jump gone wrong as you

may of noticed we still have the handles of the flag in our hands. We went down to do some skydiving with the Canadian Invasion out of Skydive Eden North in Edmonton, our home drop zone, along with other members of

the Skyhawks 2004 team we were on. A picture is worth a thousand words and we have come to the conclusion that we may require a Mat Tech with some sewing skills on our team!!!



Sergeant Bradley Gaiger, the flag jumper on the bottom, coming into the Cold Lake air show 2004.

Picture taken by Ryna Bideau



Skydiving in Eloy, Arizona

Picture taken by Chris Thombs, (031) B-Coy 3 PPCLI

Op ATHENA Roto 3 - Maintenance Company

By: Capt R.J. Cormier, Maint O, 2 RCR, Gagetown

The intent of this article is to provide some insight into the challenges faced, experiences gained and successes achieved by the soldiers of Joint Task Force Afghanistan, National Support Element, Maintenance Company, Op ATHENA Roto 3. This was undoubtedly a challenging tour from the onset. In essence, technicians from 21 different units across Canada were pulled to fill all positions within Maint Coy. The end product, which I can say with great pride, was the most exceptional group of soldier-technicians that I have ever had the opportunity to lead. On a daily basis and without hesitation, the men and women of Maint Coy consistently put themselves at risk in support of the Task Force and in particular, the 2 RCR BG.

There are many anecdotes from the tour that I would like to share with you, far too many to include all in this article. However, I would like to share some of the more memorable ones.

I will start with our tour's first and only dismounted MRT call. As awkward as it sounds, MCpl Allen and Cpl Bartlett were attached to India Company who, during this incident, was conducting a foot patrol. Common practice is to use Gators in a support role during dismounted operations and as such, they were traveling with three during this particular operation. At this point in time, MCpl Allen and Cpl Bartlett remained behind with the remainder of the echelon. While trying to cross a river, one of the Gators seized an engine.

MCpl Allen and Cpl Bartlett, accompanied by a section from India Company, started on their MRT call. They had to travel approximately 4 kms on foot, in the middle of the desert in true EME "Seal" fashion. MCpl Allen had a 4L can of oil strapped to his back while Cpl Bartlett had tools stuffed in every crevice of his personal kit. Did I mention that it is hot in Afghanistan and the weight of your PPE and basic load is more than enough to carry for this distance? Nonetheless, they succeeded in their task, which has been a common theme for the soldiers in Maint Coy.

It is incomprehensible the amount of technical expertise and composure that all our technicians have displayed. On one occasion at Patrol Base Wilson, the UMS was in the process of preparing for the arrival of mass casualties when the generator

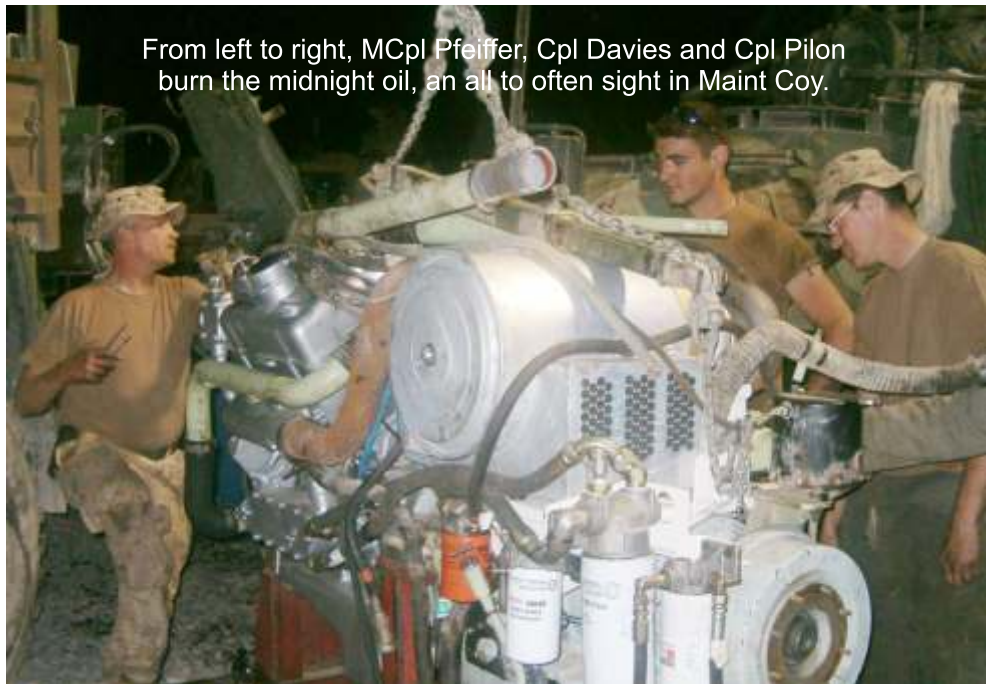


Maintenance Company poses for a group photo, however given the operational tempo, we never have more than 60% of our technicians working from the workshop in Kandahar Airfield (KAF) at any given time

Op ATHENA Roto 3 - Maintenance Company (continued)

completely stopped working. MCpl Lawrence and Cpl Roach quickly determined the generator could not be repaired within a short period of time. Knowing they had just repaired a local's generator, which was still at the Patrol Base, they made the decision to use it. They immediately began the task of temporarily re-wiring the area of the UMS that was going to be used for the casualties. They had to make everything compatible with the "new" generator, which was 220VAC versus 110VAC by running new power lines, using new power bars and hooking up new lights. Despite the pressure, they maintained their composure and were successful in completing the task in time for the arrival of the wounded.

In a separate incident, MCpl Lawrence was called by the UMS who informed him they had no power and it was urgent. He quickly arrived to the priority one room to find two children and one adult bleeding on the operating tables and all of the electronic medical equipment without power. Without hesitation he immediately began to troubleshoot and isolate the problem. Dealing with the stress of knowing that the medical staff could not treat these patients without power, he worked quickly to get the life saving medical equipment back up and running. By remaining calm and composed he was able to isolate and repair the fault causing



From left to right, MCpl Pfeiffer, Cpl Davies and Cpl Pilon burn the midnight oil, an all too often sight in Maint Coy.

the power outage within a matter of minutes, restoring power to the vital equipment.

Our junior technicians have displayed exceptional soldiering skills throughout. Cpl Giza was a co-driver in a HETT that was part of a Combat Logistics Patrol on route from Patrol Base Wilson to Kandahar Airfield. A Suicide Vehicle Borne IED targeting Cpl Giza and the HETT was detonated. The attack and ensuing fire immediately disabled the HETT. After the explosion, Cpl Giza took control of the vehicle and ensured that he and his driver were not seriously injured and immediately reported their personnel and vehicle status to the Convoy Commander. With the HETT disabled and on fire, Cpl Giza displayed outstanding leadership and composure. Although

quite shocked from the blast, he and the driver moved quickly out of the vehicle and the essential kit was secured. On the Convoy Commander's request, Cpl Giza was removed from the cordon to assess the recovery requirements for the HETT. His assessment was key to the successful recovery of the HETT. Cpl Giza continued to assist in securing the scene until he and the driver were released by the QRF.

While deployed with D Battery at several AMA's and FOBs, Cpl Schamerhorn was responsible for the effective repair on the M777 Howitzers. On several occasions he continued to repair the guns while being bombarded by enemy rockets, many landing within 100 meters from him. Not fazed by the attack, Cpl Schamerhorn was able to repair all

Op Athena Roto 3 - Maintenance Company (continued)

faults. On another occasion, D Battery was in the middle of a fire mission when one of its guns went down with a loading tray fault. Cpl Schamerhorn reacted quickly and repaired the fault within minutes, resulting in the gun crew missing only 2 rounds from the fire mission. Many of these faults were also repaired during evening operations where light discipline is strictly adhered to.

India Company MRT was quite active throughout the tour. Spending much time in leaguers, the comforts of KAF were not always available. All comforts aside, MCpl Coughlin and Cpl Pilon often had their mind on other things. One afternoon shortly after setting up a leaguer, they came under fire from RPGs and SAF. The situation was extremely intense and

called for the MRT crew to repair a drive shaft under fire. The support provided was unwavering and defines Arte et Marte.

Last but certainly not least was the support our Leopard Section provided to the LdSH(RC). It can be said with certainty that this group of technicians earned their paycheck. Working at FOB Ma'sum Ghar for the duration of the tour, they were actively involved in several operations; most notable was the Recovery Operation in support of six US Military vehicle casualties in a minefield. Their ingenuity and technical competence during this operation only scrapes the surface of the accomplishments of Leopard Section.

We also had the opportunity to have Col (Ret'd) Ryan Jestin visit Maint

Coy, but unfortunately he left one day before our EME Day Celebrations – obviously against all wishes.

Nonetheless, it was excellent to see a familiar face from the Branch visit. It was extremely fitting for Col (Ret'd) Jestin to take the time to present the EME Branch Advisor's LFAA and National Award to Cpl Ouellette while in theatre. Best wishes to Col (Ret'd) Jestin from all of Maint Coy.

I would like to take this time to say thanks to all the soldiers from Maint Coy. We had an extremely successful tour and it is a direct result of your personal and collective contributions. My hat goes off to each and every member of Maint Coy, Op ATHENA Roto 3.



The Maint Coy during the EME day on May 15, 2007, in Kandahar. The signed flag is presently hanging in the office of the Equipment Technical Quartermaster Sergeant (ETQMS), MWO Steve Quilty.

Scotty's Pin

By: MCpl M.P. Stymiest, Mat Section, NSE Maint Coy, FOIA 1-07

MCpl Stymiest of National Support Element, Maintenance Company, IC Materials Section was approached by the Base Surgeon at Role 3 MMU to see if it were possible to modify a surgical pin, which would be put in a soldier's leg that had been injured in battle.

The Base Surgeon's assistant came down to the shop and explained the situation they were in with regards to the pin. Cpl Scott Dickson who was in the back, stopped working on his job and came over to see this shinny object in the Sgt's hand. He then asked the Sgt what the pin was for; the Sgt told him that it was a pin that was to be placed in a soldier's leg. The medical Sgt continued on, saying that they indeed have a problem. The pin was too long and he wanted to know, if the Mat Shop could shorten it to the desired measurement.

Cpl Dickson with a grimace on his face said, "I can modify the pin for you." With that being said, the Sgt told Cpl Dickson that he would give him an old one to shape and size. Once the pin was sized he would take it to the Base Surgeon to see if it could be fitted into the leg of the wounded soldier.

Cpl Dickson with files in hand, set out for the challenge. He spent a full day before the surgery shaping and sanding the pin. The shaping procedure started with a 4-½" grinder. (Amazing what those Walter Finishing

discs can accomplish). The sanding procedure, which was the hardest task, started with a 240 grit paper and finished with 2400 grit. Then, as only a Mat Tech could see fit, began the painstaking task of the filing. Who knew there could be so many files required for such an intricate job. I'm not sure, but I can't ever recall seeing Jeweler or Diamond Cutter skills required for joining the Mat Tech trade. Last but not least came the buffing. Buff, inspect, more rouge, over and over again. When it was all said and done the instrument gleamed like a Tiffany Diamond.

The phone call was made and the Base Surgeon's assistant picked up the instrument and took it yet one step further. He had it x-rayed for minute imperfections. Two days later, with a smile on his face, he returned to the Mat Shop and said to Cpl

Dickson with a smirk on his face, "The Base Surgeon put it under the microscope and found no flaws whatsoever. He wants to know if you could do the same to another?"

Cpl Dickson, chest puffed out like a peacock, answered, "I can modify the pin..."

Cpl Scott Dickson's extraordinary flexibility, ingenuity and dedication as a Mat Tech, have made him an invaluable asset to the trade as well as the EME Branch.

Arte et Marte

Merry Christmas from Kandahar 2006



From JTFA NSE Maint R2

CWO Stéphane Richard (Kakarnack) Leaves the Ranks to Become an Officer

By: Capt J.L.S. Richard, DCO, TAR, 5 ASG, Valcartier



***'Righteousness,
Respect and
Confidence'***

*Greetings to all of the EME members,
and especially the non-commissioned
members*

This is not a retirement message, because it's not over for me yet! No, this is just a message to express 30 years of appreciation to the EME members.

Before I leave to begin my new career in Québec City, I just wanted to let you know how much of a pleasure it has been to work with you and take part in the various activities and challenges while serving as an NCM of the EME Branch under the command of superb officers.

EME non-commissioned members are outstanding men and women. These days, because of staff shortages, the training tempo, the type of mission and today's high technology, we have become more and more demanding of our troops. What I mean to say is that EME's non-commissioned members are highly trained personnel who are key to the success of the Branch and the CF.

**ARTE
&
MARTE**

EME Branch Award Winner



Cfn Ivey, received a Gift Certificate and EME Branch Fund Cash Prize from Maj Haines accompanied by CWO Milberry

New Dynamometer at 202WD

By: 2Lt T. Msirdi, 202WD, CFB Montreal

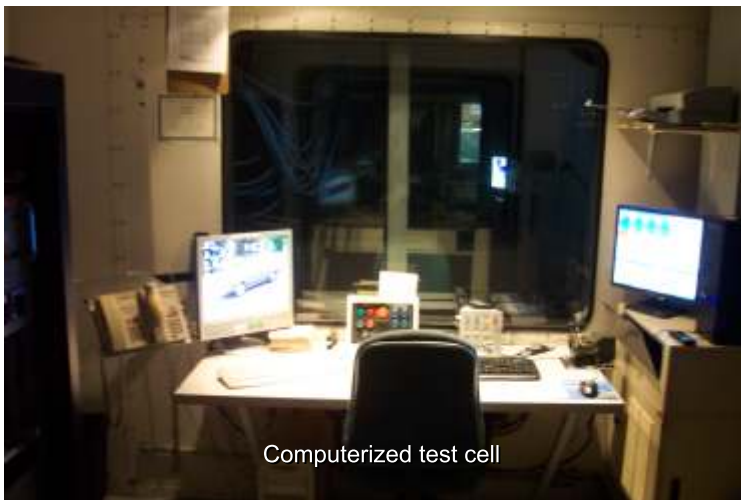
2000 horse power dyno for testing Leopard MBT engines and any engine or power pack up to 2000HP



According to expert advice, an armoured vehicle must provide adequate protection for its team and be able to conduct combat manoeuvres on uneven ground while travelling at a steady speed. Also, one of the traditional factors used to determine the effectiveness of an armoured vehicle is its tactical mobility on all land types in terms of the capability of its engine,

transmission and other technical components.

Testing instruments (dynamometers) are usually used to test the reliability of engines and transmissions. Their main function is to apply a similar force on the vehicle's engine that it will endure in operations. The instruments measure how much power is being applied to the drive-axes and the loss of power in the drive train. These measurements help reduce the possibility of transmission problems and other defects before they become costly or deadly.



Computerized test cell

The 202 Workshop Depot

is equipped with a completely computerized 2,000 hp capacity dynamometer which is used to test 800 hp Leopard I engines, and will eventually be used to test 1,500 hp Leopard II engines. The 202 Workshop Depot recently acquired a very sophisticated piece of equipment, a custom-made, cross drive, dual input transmission dynamometer equipped with a completely computerized data acquisition system. This device will be used to test the M113A3 Allison X200-4B transmission, which will be rebuilt by 202 Workshop Depot.



Crossdrive transmission dyno for testing M113A3 transmissions or power packs

Ninja (from page 14)

to the sponsorship received. By the time the date came for the draw, the team had raised just under \$400.00. We decided that wasn't enough so we divided up the difference and each put in enough to bring our total dollars raised to \$500.00.

E-mails were sent to the local branch of the CCS (Canadian Cancer Society) in order to acquire a representative to be present at the opening ceremonies of the event, but couldn't obtain one with such short notice. The cheque was given to WO Wade Pear of the Bonspiel committee by Cpl Edwards, to be presented to Michelle Edwards on behalf of the EME Branch. After departing the Pembroke Curling Club the cheque was delivered to the local branch of the CCS and graciously accepted by Mr. David Henderson, the

EME day (from page 18)

done in a very difficult environment. EME day was a great success with a good time had by all.

Arte et Marte

Bursary



Mark Delarosbil Jr and LCol Hamilton



Colin Patchett and LCol R. Dundon

"May Your Big Jip Draw"

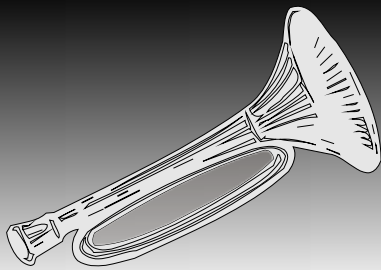
Gen Rickey Hillier, during one of his many visits to Kandahar, with MWO Steve Quilty.

The presence of Gen Hillier raised the soldiers' spirits as he spoke from the heart to the soldier from the lowest level. This picture was taken when one of the NHL hockey team visited with the Stanley Cup.

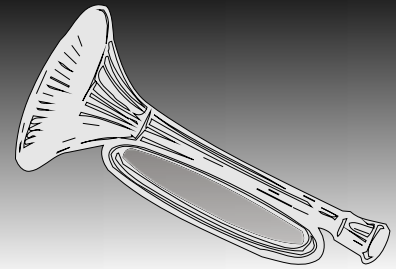
"Sir, May your big jip draw", said MWO Quilty during a Screeching Ceremony.



Note: For those who are not Newfoundlanders, like me (Capt Ly), it means "Good luck to you"



LAST POST



CWO (Ret'd) Richard St. Clair Perry
April 24th, 2007

Richard was a veteran of the RCEME and served in the Canadian Armed Forces for 30 years, retiring as a Chief Warrant Officer. He was also a member of St. Francis of Assisi Catholic Church for many years.

Col Owens, W. John (ret'd RCEME)
April 13th, 2007

The 88 year-old retired Col – who stormed the beaches in France on D-Day and narrowly evaded death in India – finally joined, after 22 years, his beloved wife (Late Mrs. Kathleen Fraser, among the first allied women who went in to the Bergen-Belsen concentration camp) after suffering from a stroke on April 13th, 2007.

John Stanley "Stan" Rogers
June 20th, 2007

ROGERS, John Stanley "Stan" - 78, Gays River. With a military service of 28 years, he served the RCEME/LORE, with duty overseas in Egypt and Germany. His garden, his workshop, and his passion in making furniture for his children and grandchildren, gave him great pride and enjoyment.

Gord Turcotte
July 2007

Former members of the EME 50th Anniversary may remember Gord. In those days, he was the RCCEMA National President and the RCCEMA representative on the committee. He was also one of the founding fathers of the RCCEMA.

James Gordon "Jim" Bright
September 5th, 2007

BRIGHT, James Gordon "Jim" - 76, formerly of Wentworth and Sherbrooke, died Wednesday, September 5th, 2007, in Townsview Estates, Truro. Jim joined the army in 1951 at the age of 19, serving in the RCEME. He served in Germany, Jerusalem, Cypress and many other places around the world during his 30-year military career. Jim was a member of the Royal Canadian Legion, Branch No. 26, Truro, and Queens Masonic Lodge No. 34, Sherbrooke

WO Frank Lopes
September 30th, 2007

It is with a heavy heart and extreme sorrow that I must regrettably announce the passing of WO Frank Lopes. After courageously battling cancer for the past eight months, Frank ultimately

succumbed to his illness late Sunday Sept 30th, 2007. Frank was a dedicated and loyal member of the EME Branch for the past twenty-seven years and will certainly be missed by all.

L-Cpl Orville Giffin
September 12th, 2007

Lance-Corporal Orville Giffin volunteered for service in 1943, and after having completed his basic and advanced infantry courses, he volunteered for the newly formed RCEME Corps, as he had worked as a mechanic prior to the war. Once a part of the Corps, he was deployed to the United-Kingdom to a second-echelon support workshop, where he worked for the remainder of the war. Following the war, he was demobilised, and went to work for Ford Canada in Oakville, Ontario until his retirement.

John Archibald "Archie" Gaudet
November 22nd, 2007

It is with sadness that I announce the passing of Archie Gaudet. Archie was a MWO and retired in 1999 here in 14 Wg Greenwood as the Electrical and Technical Quartermaster Sergeant (ETQMS). He had more than 29 years serving his Country both in Canada and abroad.



Murphy's law

The adventures of Sgt Murphy and Cpl Bloggins by Mcol A. Courchesne

The important things are always simple - The simple things are always hard

